

JUNE 2016

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1963 Falcon Hardtop
Walter Carpenter
Johnson, Rhode Island

ON THE COVER

**1963 Hardtop owned by Walter Carpenter
(FCA #15293) of Johnson, Rhode Island.**

Walter's car is featured in not one, but in two articles in this month's issue. The first gives us the history of the car from the perspective of Ray Chevalier (FCA #3076), its former owner. It also gives us at Ray's generosity and how and why Ray chose to pass down his Falcon to someone in the next generation. Walter was the recipient of a "Key Exchange" ceremony at the 2015 Nationals.

The second story tells us how this same Falcon was used as the model for Hong Kong's Yat Ming Company in the making of the 1963 Falcon Die Cast. The intricate plans and the detail that went into this process will make you appreciate how these little replica cars are made.

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NO CAR OR PARTS INQUIRIES PLEASE.

Visit Falconclub.com for events and technical articles. Use new password **imFCAiwi!** to access technical articles at falconclub.com.

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National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be e-mailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

Spring seems to have sprung a little earlier this year because of a fairly mild winter, but now we're jumping right into summer with this issue. Now that we're finally getting to take advantage of these nice extended daylight hours and much warmer temperatures, we are able to get out and play with our great Falcons.

My home chapter, the Wheat State Falcons, has survived our annual spring "Erin Is Hope" charity car show. My guess is that many other chapters have done similar things too; our infamous Falcons are once again flying to parks and down the boulevards. Now is when all those winter months sprucing up your Falcons really pays off and they will shine at local shows with the best of them!

Since summer is upon us, now is the best time for our local chapter members to actively soar around our local areas looking for Falcons and prospective new members. Invite folks to join in your local events and enjoy our Ford cars, trucks and vans. Good fellowship is unbeatable and a great method of recruiting too. Don't forget to hand out those FCA business cards, tell them about our website, and pass along older copies of our FCA magazines. Check with your local FCA members for any extra copies which could be donated for this purpose.

Just a reminder to FCA members who utilize Paypal that our website has been reworked to allow payment of membership dues to join or renew directly to the FCA. While this now appears to be working fine, it does cost our members who use Paypal an additional \$1 to cover the service fee.

"Since summer is upon us, now is the best time for our local chapter members to actively soar around our local areas looking for Falcons and prospective new members."

Just a quick note and reminder about some of the challenges of our electronic age. Please keep in mind when you use electronic communications that just because you send something, it does not always mean it gets to everyone you sent it to. Keep in mind that all of our officers try to handle and respond to messages in a timely manner. They are volunteers, or part-time paid help, and it may take a little while before you get a response.

Plans for Falcons migrating to this summer's Wisconsin Dells Nationals have been announced. Traveling in caravans to Nationals or regional events can be lots of fun and builds a true sense of camaraderie between FCA members. I highly recommend participation if possible. You'll make new friends and renew old acquaintances. There is safety in numbers...plus other members are available to lend a helping hand if a problem should arise on the way.

Speaking of the Wisconsin Dells Nationals, time is running short, so be sure to get your registration for the FCA Convention made ASAP. A second hotel has been added to accommodate extra reservations and a shuttle will be available.

Take care and remember that each day is indeed a "gift from above." May God bless us, one and all! Hope you've had a beautiful spring and a good transition into the summer of 2016. Enjoy flyin' those birds safely down our highways again this year.

—Cliff McKay (FCA #7987)
Peck, Kansas

Passing Our Falcon Down To The Next Generation

by Ray Chavalier

Over the past years in *The National Falcon News* we have heard our National Presidents mention in their messages “to take a kid to a car show.” I want to up the ante with this article and say “Give a Kid Your Old Falcon.” That is what I did with my old 1963 hardtop. The kid portion is my stepson, Walter Carpenter (FCA #15293), who is now in his mid-40s.

My 1963 hardtop had license plates that read KOOL-63 but was better known as “Old Blue.” It’s been around at car shows for the last 30 years in the southern New England area. Car shows were my hobby for 30 years and I have traveled to and attended hundreds of shows, 35 Falcon Regional meets, and a dozen National Falcon Conventions.

The first owner had traveled to Florida and Arizona, as well



as Rhode Island where we lived. My mother-in-law was Old Blue’s second owner and she had it for about 15 years. It was Glacier Blue and had 220,000 miles on the 170 six cylinder motor in 1985 when my wife gave it to me as a birthday gift. The challenge to restore it was going to be a big one. The interior was a mess and the rear quarters had holes in them. But because it had been in the family for so long I decided to give it a try.

New floor boards were the first thing to fix, because while sitting

in the driver’s seat I could see the ground. New seat covers and door panels were needed next in order to make the interior presentable. I patched the rear quarters and the car was on the road. A year later I was back patching the rear quarters again. I did this about three times and decided that this

approach was not working.

In 1993 I made arrangements with a friend-owned body shop to do some work on it when their regular work was slow. I ordered new rear quarters and when I had the time, I would work stripping the paint. In the meantime I had removed the motor and done a complete overhaul. In the spring of 1994 the body work and painting were complete and the job ahead was to get it back together for my first Nationals in Valley Forge, Pennsylvania



Photos by Kevin Gable (FCA #5403)

that July. The new color was Guardsman Blue. The old Glacier blue just did not cut it in my book.

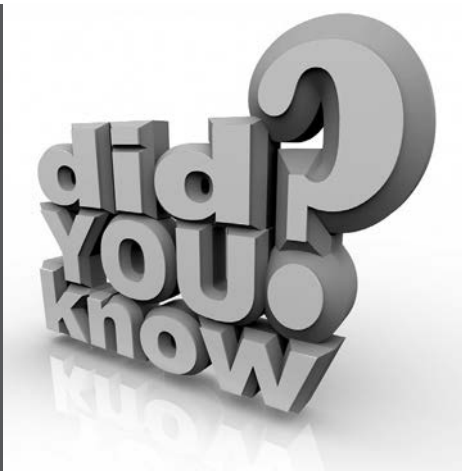
For the next 15 years Old Blue was my pride and joy. In 2007 I bought a 1965 Ranchero and it was the new focus of my Falcon attention until I sold it in 2013. During my time with the Ranchero, Old Blue spent a lot of time in the back of the garage. It needed a lot of mechanical work and in the spring of 2015 we decided to move to sunny Florida permanently where I did not have a place to garage it. My stepson, Walter, was interested in the Falcon because it was his grandmother's car and he remembered riding in it as a young kid. We decided that he would get the Falcon and

we passed it down to the third generation.

He plans to complete the work needed and be back at the Northeast Chapter's Regional Meets and activities in the near future. My wife Ginny and I got more pleasure out of Old Blue then we ever put in to the cost of its restoration. If the next generation can get half as much pleasure out of it as we did, that will be great. And, we know it is in good hands. The pictures were taken at the 2015 National Convention where the transfer took place—21 years later from its first FCA Convention.

—Ray Chavalier (FCA #3076)
Glocester, Rhode Island





The Ford Flivver

We know Henry Ford is known for wanting every American to drive a Model T, but later on, he wanted all to fly a Ford airplane as well. Ford and engineer Otto Koppen worked together to create "the Model T of the air." They came up with a single seater just over 15 feet with a wingspan just under 23 feet, weighing 350 pounds that ran on a 35-horsepower engine.

Pilot Harry J. Brooks became one of the leading advocates for the Ford Flivver, flying it everywhere, even using it to commute to work. The project might have worked, but Brooks eventually crashed the plane into the ocean when the engine locked up, and his body was never recovered. The project was soon shut down, and subsequent Ford attempts at flying cars stalled as well. But Ford remained bullish on the idea. "Mark my words," he said in 1940. "A combination airplane and motorcar is coming. You may smile, but it will come." As of this date in print, we are still waiting.



CALENDAR OF EVENTS

JUNE 25, 2016

MINI-REGIONAL FALCON MEET VANCOUVER, WASHINGTON

Hosted by the Columbia River Falcon Chapter, Benny's Rod and Custom Pizza, 4219 NE St. Johns Road, Vancouver, Washington 98661. 10:00 AM – 3:00 PM. Contact: Allen Shade, 360-609-8927

JULY 14-16, 2016

FALCON CLUB OF AMERICA NATIONAL CONVENTION BARABOO, WISCONSIN

Hosted by Northland, Raptor, and Lake Michigan FCA Chapters. Ho-Chunk Hotel and Gaming Convention Center in Baraboo, Wisconsin. Visit 2016FalconConvention.com for updates. Registration form can be found online at northland-falcons.com or use form in this issue to register.

AUGUST 19-20, 2016

18TH ANNUAL NORTHEAST CHAPTER REGIONAL FALCON MEET STURBRIDGE, MASSACHUSETTS

Hosted by Northeast Chapter. Use form in this issue to register.

SEPTEMBER 30-OCTOBER 1, 2016

CAROLINA'S CHAPTER 12TH REGIONAL MEET KANNAPOLIS, NORTH CAROLINA

Hosted by Carolinas Chapter. Registration form will be printed in next month's issue.

OCTOBER 7-8, 2016

26TH ANNUAL PACIFIC REGIONAL RANCHO CORDOVA, CALIFORNIA

Hosted by River City Chapter. Registration information can be found online at westcoastfalcons.com.

If you are hosting a Falcon event, please send your event information to fca.editor@yahoo.com for the magazine and to admin@falconclub.com for inclusion on the website.

NOTE FROM THE EDITOR

As you may have already noticed, the magazine format has changed this month. The Board of Directors recently authorized an expansion in page count to 32 pages. This gives, I believe, improved continuity of the articles and allows for better readability. The content will remain the same with a few additional sections and features from time to time. I hope you enjoy the new look and feel. I always welcome your feedback.

One of our new additions is a members' business card advertisement page. This is for you to let us know about your personal services or businesses at a very reasonable price. I see some of these in your local chapter's newsletters, so I hope you'll take advantage of this great new opportunity with national exposure. Take a look on page 30 of this month's magazine for more details on how to get your services or your business signed up.

With the expansion of the magazine's page count, I would also like to urge you to send in your high resolution photos, your Falcon stories, your Chapter's newsletters and event information, technical advice and tips, and any other items of interest you believe the members would enjoy. There is more room for more stories and more photos, but we are dependent on your contributions for our content.

Thank you to all who have already sent in photos and articles. They are truly appreciated and your continued support is valued greatly.

I look forward to seeing many of you next month in Wisconsin. I'll have my new camera ready to capture all your shiny Falcons primed and ready to show!

—Janet Wilkerson (FCA #15002)
Blue Springs, Missouri

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Falcon Gas Fill Tube Modification

By Ray McVey

The dreaded Falcon gas fill tube starts burping back on you and your paint job is no more!

In a March 2010 Tech Article by Dick Harrington, he described a method to end this curse by installing an unleaded fuel inlet restrictor in the Falcon tube. He said almost any late 1990s era GM vehicle fill tube can be cannibalized for this purpose.

I am in the midst of restoring a 1963½ Sprint that I purchased one year ago. Having purchased a 16 gallon Mustang tank to replace the original 13 gallon tank, I decided to deal with the fill tube issue at the same time. Searching the Internet's "virtual junkyard," I located a fill tube for a Camaro that looked promising—Spectra Premium FN99 Fuel Tank Filler Neck.

At \$25 delivered to my door via Amazon Prime, it was worth a shot.

Following Dick's advice, I sweated the inlet restrictor out of the donor tube with a MAPP gas torch, cleaned it up and soldered it right into the Falcon fill tube. It was a perfect light push fit and soldered easily into place. All that's left is to install the tank and tube into the Sprint and take it to the local gas station and hopefully my dancing days are over.

There is nothing better than an ingenious, simple solution to a vexing problem. Thanks Dick!

—Ray McVey (FCA #15494)
Redondo Beach, California

Spectra Premium FN99 Fuel Tank Filler Neck was only \$25 delivered.



For ease of handling, bandsaw the top off.



Inlet restrictor is shown after transferring it from donor to Falcon fill tube.



Final Fill tube/Tank Assembly is waiting to be installed into my Sprint.

IMPORTANT INFORMATION FROM OUR BOARD OF DIRECTORS

Upcoming Elections

At the 2016 National Convention Annual Meeting, the membership will vote on the offices of President and Vice President—both one year commitments—as well as a new Board Member who will serve for a period of five years.

By-Law Changes Proposed

The FCA Board has been made aware that Article 4 of our current Bylaws needs updating to more adequately reflect the actual management and current duties of FCA Officers. We are proposing these changes and a vote taken during the general meeting at the National Convention in Wisconsin in July.

The suggested revisions can be found on our website at falconclub.com and will be printed in the July issue. Please review them and be ready to discuss/vote next month. Thank you for your consideration and support.

Falcon Club of America Treasurer Position

Our club is in need of a volunteer to fill the position of Treasurer. We are searching for someone with a background in either bookkeeping, accounting, or banking and that has experience in the use of computer based software to do this work for the club.

Currently we are using Quicken® software, but are interested in updating to something newer and would want the new Treasurer's input as to what might be options to use.

Basic responsibilities are, but not limited to, the following:

- 1) Payment of monthly bills for expenses, services, fees, etc.
- 2) Payment of annual bills for expenses at National Convention.
- 3) Preparation of quarterly report for the President, Vice President, and Board.
- 4) Preparation of annual report for Officers and the Club at National Convention.
- 5) Preparation of club books for review by Audit Committee at National Convention.
- 6) Presentation of club books and annual report data at National Meetings as required.
- 7) Monitoring billing from all sources & reporting any sign of significant changes.
- 8) Interface regularly with Membership Secretary and Club Store Managers.
- 9) Interface as required with CPA tax firm for them to issue 1099s and prepare taxes.

Please feel free to contact FCA President, Vice President, or our current Treasurer if you are interested and have any questions.

FALCONS FOR SALE

1961 Falcon two door rust free car with Sprint interior, independent front suspension (IFS), 11 inch front disc brakes, Tremec five speed floor shift. Powered by a rebuilt 302 Ford engine. Some of the upgrades include Dolphin gauges, iPod radio, Champion Radiator, dual master cylinder, new tank, shocks, exhaust, headers, six blade fan, nice heater, LED taillights, tribar headlamps and a zillion other improvements. Car is white repaint with red interior. Asking \$14,500. Contact Clyde at archie350@frontier.com. WV. 16052



1962 Falcon Futura 170 CI six cylinder, two speed automatic, bucket seats, console. Corinthian exterior, tan interior, very clean, rust free body. Nice overall appearance, 49,000 miles. Asking \$9,500. For more information, call Jim, 724-650-4015. PA. 16053

1963 Falcon Futura convertible, \$12K body restoration eight years ago. Six cylinder automatic, white with black top. Good original green interior. Wing window needs lock as door handle pops off. Indoor storage no longer available. Good tires and brakes. Drive it home from Columbus, Ohio. \$12,500 OBO. Bob Peterson, 614-563-3357. OH. 16051

1963 Futura convertible, black body and top with red interior. Completely restored and modified 289 high performance, five speed, less than 2,000 miles. \$14,500. Contact Charlie at 706-263-6654 or kessler3806@bellsouth.net. TN. 16054



1964 Sprint V-8 convertible. Professionally restored, three-speed transmission with bench seat. More pictures available upon request. \$17,500. Contact Dave at 218-407-0690 or adlarkin@paulbunyan.net. 16061

1964 Sprint hardtop featured in Ray Miller's book *FALCONS!* 302, Comp cam, aluminum heads, tripower, MSD ignition. Also includes the complete original 260 engine. \$29,500. Kenneth Treiber, 417-679-9937. MO. 16061

1964 Falcon convertible, a very nice car I bought in a collection. I have spent many hours and a great deal of money on the car. Dale, 210-884-3100, coco5757@att.net. TX.



1964 Falcon Sedan Delivery clone Pro Street, 289 V-8 bored .030 over, Demon carburetor with C4 transmission. Ceramic coated headers with x-pipe and side exit exhaust. Shock towers removed. Adjustable coil over shocks. Tubed, 9" rear end with caltracs bars. Show or cruiser, \$24,000 OBO. Jeff Long, 316-706-6199 or lhelmet@yahoo.com. KS.

1965 Futura convertible, engine and transmission are good, as well as some body parts. Located in Beggs, Oklahoma. Ron Whitney, 918-948-2997 or ron.whitney68@yahoo.com. OK. 16056

1965 Futura convertible, 200/C4, older restoration, but looks good; Rangoon Red paint with black interior, lots of mechanical work and great cruiser; \$12,995. 1965 Ranchero, 302 three speed; great body, needs total restoration, good running 302 included, \$3,500. 1964 Futura convertible, 200 C4, good runner, mechanically sound, Guardsman Blue, driver quality paint, needs interior, \$9,995. 1964 Futura hardtop, 260 three speed, but we have a T-10 or Toploader for it, with blank column, mount, and floor cover; needs total restoration, but will look great with red paint and black interior, \$3,995. 1963 four door Deluxe, 170 three speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1965 Comet 404 four door, 289 C4, PS, yellow with tan interior, was a grandma car, shows 20K miles; we have all the receipts from 1965. Ran good, has been sitting, so needs brakes/fuel system work; will be nice and it is complete, \$2,500. Detailed pictures upon request. Call or email Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 160611



1965 Ford Futura two door hardtop, 289 CID V-8 engine with four speed transmission. Original bench front and rear seat, glass and interior in good condition. New radiator, new fuel pump, new clutch, new Dual master cylinder, new raised white letter radial tires with 15" wheels, Ford wire 15" spinner hubcaps. New dual exhaust system, new brakes, body in good condition, new headliner material (not installed), new trunk mat with spare tire cover (not installed), new heater core, new front and back seat belts (installed), original foot operated windshield washer unit (not installed), aftermarket Roberk under dash emergency flasher unit (not installed). Car runs good, originally a New Mexico car. Asking \$6,500 OBO. All reasonable offers considered. Joe Lewis, 313-467-9290 (cell) or 313-533-0203 (home) or glewis2@mi.rr.com. MI. 16068



1968 Falcon Sport Coupe, Candy Apple Red with black vinyl top, black interior with bucket seats, power brakes and steering. 289 V-8 with dual exhaust that sounds great and C4 automatic transmission. 14" Magnum 500 wheels with raised letter Firestone tires. Spare is also a Magnum 500 wheel with new tire. Engine and transmission rebuilt in 2000 with around 35,000 miles since the rebuild. This Falcon has won numerous awards at FCA events including Best of Show. Very reliable Falcon. Recent maintenance on new fuel pump and battery. Driven to FCA Nationals and Regional events all over the USA. Lots of care was taken to restore this Falcon to "Better than Stock" condition. Priced to sell at \$12,999. This is one of the nicest 1968 Sport Coupes you will ever find. Call Bruce at 717-469-7252 or send an email to afutura@veizon.net for more info. Located near Lancaster, in Central Pennsylvania.

FALCONS WANTED

I'm looking to purchase a 63½ Sprint hardtop unmolested ORIGINAL condition. Ideal car will have original 260 V-8, four speed, and power steering. Budget not to exceed \$30K. A project is okay as long as there's not a lot of metal work that needs to be done. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 160628

1963 Falcon Futura convertible in red with red interior. Must be in good condition inside and out. Criostoir O. Mordha, 011-353-87-9214413 or C17073@yahoo.com. Ireland.

PARTS FOR SALE

Original 289 chrome valve covers, fair condition, \$50. Many cast iron 289/302 four bbl. intakes, \$250 each. 351 with iron intake, \$250. Drivers side 351C four bbl. exhaust manifolds, \$200 each. Have right sides; they have cracks. Original "Shelby" lettered 289 aluminum intake, \$550. Shipping extra. John Simone, 413-527-8502. MA. 16060

New 1965 Falcon rear trunk trim. Billet aluminum and triple plated just like original in every way. Very limited number of these. \$795 with detailed letters and surround. \$695 without. \$40 to ship to lower 48 states. Todd, 704-502-9341 or toddsclocks@earthlink.net. NC. 16062

1960 NOS Falcon grille, \$199. 1963-65 NOS Falcon grilles and headlight assembly, \$1,599. 1964-65 Falcon Sprint California air cleaner with PCV tube on top of air cleaner, \$499. 1964-65 Falcon/Comet hardtop, Ranchero, Wagon, new gold carpets, front and back, \$119. 1964-65 Falcon taillight buckets, good condition, \$45. 1963 Falcon front fender spears, good condition, \$100. 1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1962-63 NOS cowl top, \$275. 1965 NOS Falcon Ranchero/Station Wagon Deluxe gas cap, \$229. 1963-65 Falcon/Comet four speed shifter, \$195. 1964-65 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$199. 1963 Falcon hood ornament, black wrinkle powder coated, \$155. 1963/1964-65 Falcon six cylinder valve cover, black wrinkle powder coated, \$140. 1963-65 Falcon AC under dash unit with brackets, condenser, dryer, filter, \$399. More NOS and used Falcon parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 16067

—Continued on page 12

—Continued from page 11

1964 Ranchero complete drivetrain, good running condition. Will sell complete or separate. 170 CI engine, complete, \$200; three speed transmission clutch, \$150. Steering column/steering wheel with shift lever/linkage, \$150, driveshaft, \$75, rear end with drum brakes included, \$125. Rear springs and shackles, \$50, complete front steering/suspension with drum brakes, \$200. Radiator, \$75, four tires on wheels, \$25 each, small center hubcaps, \$25 each, brake master cylinder, \$25. Tom Smith, 626-372-0150 or tsmithbonterra@gmail.com. CA.

1968 Falcon grille in excellent condition \$100. 1968 Falcon station wagon luggage rack, which also fits '66 through '69 models, \$100. Andy, 520-419-2376 or ajmux@aol.com. AZ.

Parting 1964 Futura four door, Silversmoke Gray, red interior, 18,000 actual miles and always garaged. Complete interior, seats, door panels, arm rests, carpets, etc., \$800. Five, five-hole 13" wheels, \$225. Complete Futura body mldg. set like new, 18 pieces, \$450. Four perfect doors. Other Falcons for parts. Steve, 360-430-0143. WA.

Four silver-painted Mustang/Torino wheels, circa 1968. Five bolt, 14"x 6". Very good condition. Original paint. No chrome trim. They're heavy to ship, so pick up only. \$125. George, ghaynesTR4@aol.com. NY. 16064

Ten 1961 show quality factory original hood and rear panel letters, \$300; six rear quarter "dart type" emblems, \$500; two gold "bird" emblems now chromed, \$125. Aftermarket, still in package script emblems, dashpad, kickpanels, and a real nice original trunk lid emblem with blemished paint only. If interested in anything, Rob, 401-862-6366. RI.

Chrome and stainless steel vinyl top trim pieces for 1963 Sprint hardtop. Trim pieces will fit 1963-1965. Part numbers may be C5DB-423A18, C5DB-423A19, C5DB-423A20, and C5DB-423A21. Contact John at 408-628-7397 or jllissandrello@msn.com. CA. 16055

ALL NOS: C0DZ-3047-A upper control arm shaft kit, \$65. C0DZ-3350-B steering arm/bushing \$75. C0DZ-3049-A upper ball joint spindle support, \$65. C0DR-7A039-B trans. ext. assembly, \$75. C0DZ-1126-B rear brake drum \$80. C0DZ-5630-C rear spring shackle kit, one pair, \$40. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm/bushing, \$75. C0DR-7A039-B trans. ext. assy, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch/wire assy, \$15. C0DZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

1964/65 trunk locks with with key(s), driver chrome , \$75-125 each, ready to install. Good used door locks with new keys 1960-63 sedans/Rancheros/wagons, \$65 a pair; \$80 with ignition tumbler; three locks, \$95 with glove box lock plus bezel, four lock set; 1963 Futura 13" hubcaps, amateur repaint, but nice color and good driver quality, \$75, set of four; five bolt 13" wheels, \$50 each, set of five for \$200. 13" wire spinner hubcaps #1-4 condition, \$110-\$550 per set. Six cylinder dipsticks, \$20 each; 1964-65 Ranchero single side trim set, \$595; six cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$95 each. 1961 grilles, driver quality to NOS \$15-\$400. Remanufactured generators for 260 V-8, still in their boxes, \$195 each. Good used six cylinder generators, tested, \$85 each. Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested. Blank shift collars to convert a stick shift to floor shift, \$80 each. Good used 2.77 three speed transmission, \$200. We have a 30+ year collection of Falcon and Comet parts; please call or email with your needs Lenny Kellogg, 970-593-1964, lenkellogg@lpbroadband.net or visit us at kelloggsgarage.com. CO. 160611

Don Branson's 35 year collection of good used parts for 1960-1969. Parts from over 50 cars. Contact JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501 or email jlwbranson@mail.win.org.

PARTS WANTED

1964 license plates, embossed date only, no adhesive tabs. Send description and price to: Skip Goddard, 425 W. Valeri Ann Rd., Paulden, AZ 86334-2605.

Looking for Rally Wheel/Styled Steel Wheel center caps with early design. The early design featured the Ford crest with a gold background, not red. PRO made reproductions of the gold but could not find a market for them. Please let me know if anyone has any leads on the excess stock of repos or originals in nice shape for sale. Sam Austin, 406-239-3176, 289sprint@gmail.com. MT. 16069

Need 1965 Falcon Ranchero headliner bows. Dave, dlcoffelt@cableone.net. ID.

1963-65 V-8 fourspeed floor hump and shifter assembly complete without handle. Steve, 360-430-1043. WA.

1963 Falcon Delux two door wagon parts. They must be in excellent condition, either NOS or used: front bumper, grille, h/l doors, parking and signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

Hood needed for 1964 Falcon Sprint Looking for a clean and solid original hood. I need it free of rust. Minor dents and imperfections are acceptable. No major damage and NO extra charge for pictures and price to jamie@rossandleonard.com or call/text 310 430 6889. Morristown, AZ. 100621

1962-63 top fender emblems: I have four NOS right side; I need to buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg, Kellogg's Garage at lenkellogg@lpbroadband.net or 970-593-1964, CO.

Self-regulating electric clock, C2DZ-15A000-A, in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlisandrello@msn.com. CA. 160628

Front grille for 1964 Falcon needed for project. Needs to be in great condition, not bent; no rust please. Contact jamie@rossandleonard.com or call 310-430-6889.

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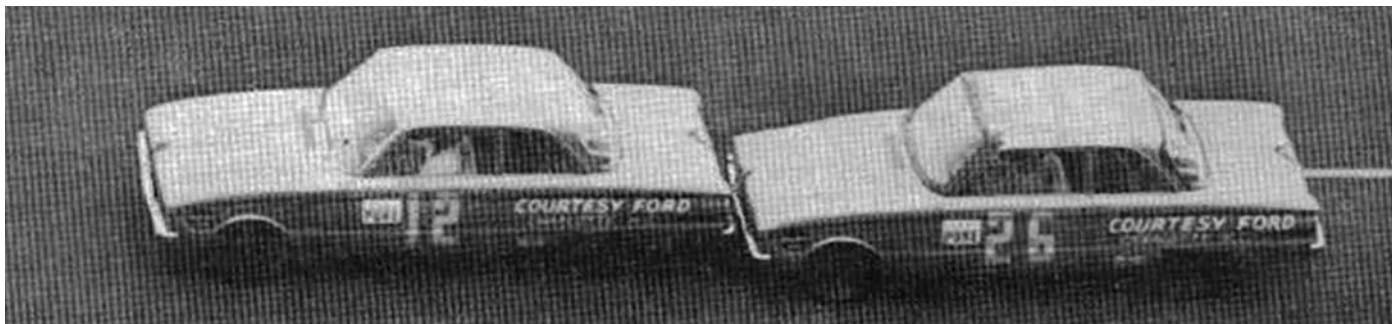
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1960 DAYTONA DIARY

By Don Stewart, excerpted from a Report on Speed Week,
originally published in *Motor Life* Magazine, April 1960



Joe Weatherly (#12) and Curtis Turner (#26) Falcons in Daytona's 1960 "Compact Car Division."

Daytona Speed Week dropped into high gear on January 31st when Marvin Panch flashed across the finish line in two compact car races to score a double Valiant victory for Chrysler's latest compact marque.

Kicking off Bill France's NASCAR holiday of speed in sunny Florida, Panch, a stocky, athletic veteran of 10 years of automotive competition, made believers out of 20 million TV spectators, and sent a number of Corvair and Falcon drivers scurrying out to hunt for a few more horses.

January 31. This was a day that American motorsport fans will hold close to their hearts for two reasons. The first is that it marks the beginning of the compact car horsepower race—an event that will break from the gate fast and end up producing three and perhaps four very high performance versions of domestic vehicles in the pseudo-economy category.

At trackside this morning, the officials of the large Detroit automakers were conspicuous in their absence. Exceptions included Zora Duntov, the frosty-topped genius behind the 96 hp Corvairs, who was on hand despite a "no-go" order from Chevrolet. A familiar face from Dearborn, Michigan was there and a chap who builds Valiants in Hamtramack but, for the most part, the factory personnel were huddled around their TV sets in Detroit, eagerly awaiting news of a victory which, except for the lads at Chrysler, never came.

The grid from the 10 lap compact car go included a record field of seven Valiants and another record field of eight TV cameras—the second reason why January 31 will be important in domestic auto racing for years to come. Bringing the rubber dust and exhaust fumes of racing cars in the placid living rooms of 20 million Americans was a chore that the CBS crew and some far-sighted sponsors deserve a loud "bravo" for.

In the Falcon camp there was turmoil because Curtis Turner and his side-kick Joe Weatherly, both of Charlotte, North Carolina, couldn't turn a lap of the 3.81 mile sports car track within a score of mph of the Valiants; the Corvair contingent was even less happy because they, too, were running well behind the sleek Valiants.

In the sports car ranks a man named Ed Rahal and a D-Jaguar re-wrote most of the record files for the "two-way" automobiles as he pushed the D home ahead of a Bocar driven by a man named Art Huttinger. Rahal ran away from the Denver product in the 12 lap championship warm-up and the one lap Le Mans start event, a special feature devised to demonstrate the in-and-out start procedure of auto racing on the continent.

Once the sports cars had retired and the Women's Race was over, a Daytona lad named Marvin Panch moved across the green flag in a Valiant and 38.1 miles later grabbed the checkered pennant, followed home by six more Valiants.

And, if this isn't enough, Panch started one-half lap late in the 10 lap final on the two and a half oval and stormed home ahead of two other Valiants and a host of Falcons and Corvairs, thus clinching another victory for the Chrysler units.

February 1-3. Detroit's compacts come into the spotlight again as they show just how unthirsty they

are in the Pure Oil Economy Trials. Each driver knows the shortcuts to more mpgs and the steady speeds under ideal conditions lead to some amazing figures. The irrepressible Rambler American leads the pack with a figure of 51.281 per gallon averaging 25.659 miles per hour. It is followed by a Falcon at 44.614 mpg, a Valiant at 41.801 mpg and a Corvair at 39.882 mpg.



Curtis Turner's Falcon met trouble on this fast turn.

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NEW MEMBERS,

YOUNG GUNS,

As a Falcon Club, we are always looking for new members, especially guys and gals that are young and beginning in our chosen hobby—old Cars and traveling, preferably while in a Falcon. This year at the “Cruising the Coast” event in Gulfport, Mississippi, we met such a person—Joshua Falcon (FCA#15543) of Plaquemine, Louisiana. Yes that’s right, his name is Falcon. I did an interview of sorts on Facebook to get the facts for the following story.

When Joshua showed up at our hotel in his weather-beaten 1960 Falcon with loads of enthusiasm, of course we all wanted to know how, why, and where he found such a car. It was patently obvious that the car had not been driven for a long time and still needed lots of work to be done.

He started with new tires and wheels along with a couple things to make it roadworthy. However, the body is perforated by our car’s major enemy—rust—in a few unusual places, especially the top of the trunk lid and hood. He’s done a bit of welding on the hood support braces just so it would be strong enough to open and close. The car still has its original paint, interior and mucho “patina.”

We really enjoyed seeing and talking about a true find! Josh was all questions during the times we were all visiting at the lot, so of course several of us “Old Timers” were ready and eager to help him as best we could. The car still had the original 144 six cylinder and Josh was interested in how to best upgrade while keeping it basically stock appearing. After all our suggestions, I have heard he is on the search for a 200 CI as I believe his long sleeping 144 has given up on him.

After a lot of good times on the Gulf Coast we all parted company, but promised to keep his quest on our minds. When returning home I decided that this encounter with a new member and his old Falcon deserved a chapter in the story I was doing about our “Cruising the Coast Adventure.” It behooves us all to try and help our new members as much as possible and to give them credit for their endeavors.

I asked Joshua a few basic questions to get the rest of the story from him. My questions and his answers follow. I have also added a few pictures to give you an idea of how the car looked when it was found and the work it needed.

—Continued on page 18



AND

OLD YARD FINDS

Article and Interview with Joshua Falcon by Phil Barber



Q & A with Josh Falcon (FCA #15543)

Why a Falcon?

I looked off and on for almost a year for a Falcon but in my area you can't find them and when you do they cost way too much. The few I found that I could afford were far away and financially not worth the drive. So I quit my searching for awhile. The main reason I wanted a Falcon — my last name is Falcon and I thought that would be cool. Also, I'm a car guy. Doesn't really matter to me what make, as long as it's old and catches my eye, I will like it. The Falcon definitely caught my eye and was something you don't see much in my area. I like to be different.

I heard of a junkyard in Marksville, Louisiana that had tons of old cars.

Since my friend was building a 1966 Chevy truck, we decided to go look for parts. We went, but accidentally went to the wrong junkyard. We were amazed at what we ran across. We found all the parts he needed and while removing the parts I asked the owner if he had any 1960s era two door cars that he would sell that were in good enough condition to rebuild. He asked me what kind of car and I said didn't really matter but I liked the Falcons and similar size cars. He said, "Oh, I have a Falcon on my other lot!"

After we finished pulling parts we went to the other lot and there she was sitting under an oak tree with leaves piled up on the hood and trunk

to the roof. There were no front wheels and the driver's glass was rolled down. Inside trash was piled up and the floors were filled with water. She was in need of rescue. I couldn't leave it there to rot and that's exactly what it would have done. We agreed to a price and he loaded it up for me. It took over a hour with a tractor to get her out of her resting place. The car came with a great story and I found out I am the second registered owner of this car.

Why were you drawn to the Falcon Club?

The Falcon Club...well, I joined a site on Facebook to help me with advice on my Falcon and to



find parts. I needed a seat for my car and Mike Sigler had one. So I drove to his house and bought it. While there he helped me out tremendously and made me feel welcome in his home. He told me about the Falcon Club and suggested I join. He gave me an old newsletter to read. Not long after I just had to join!

I had collected eight Volkswagens for ten years and never had the help, respect and appreciation as I have found with the Falcon Club. No one puts you down or laughs at your questions no matter how simple they may be. I've learned so much and met some great people in this short time.

What's the background on this Falcon?

It was bought new in 1960 and was traded in at the same Ford dealership in 1978–79. The dealership owner kept the car in his shop until he passed away and in 1999 it was sent to the salvage yard where it was parked under a tree until I bought it in February 2016. The car was never titled to anyone other than the first owner until I registered it in my name.

A hot battery, a new coil, and some gas in the carb and she burped a little life. A complete fuel system was installed and I drove it off my trailer.



Since the Cruising the Coast event Josh has been busily asking questions and getting lots of advice on Facebook. He has also collected quite a few parts for his engine build. I have noticed on Facebook that he has received a set of headers and a comp cam with new performance lifters.

Update from Josh

"My search is now over for now. Thanks to Mr. Galer Schell I now have my 200 i6 and a few extra bits and pieces to go with it—transmission, rear end, radiator, spindles, and drums. I didn't need it all but didn't want to leave it behind. Now the fun begins."

I received the following email from Josh in January 2016.

Mr. Phil,

I wanted to tell you that today I was able to speak to the granddaughter of the original owner of my Falcon. She remembered it very well. Her grandpa bought it new and passed away a couple years later. Her dad took the car and allowed his wife to use it as a spare car just to run local errands. The car never left the little town and the 34K+ miles it's showing...get this, it's the original miles! She gave me almost the exact story the junkyard owner told me.

She remembered being taken to school in the 1970s in this car. She was excited to hear from me and is waiting on me to bring the car up for her to see it. It was a treat to hear from her. I messaged her on Facebook in April. It was a shot in the dark that this lady was even her but today she responded. It was a good day.

Good Luck to you Joshua Falcon.
We are all pulling for you!

—Phil Barber (FCA #1581)
Hoschton, Georgia



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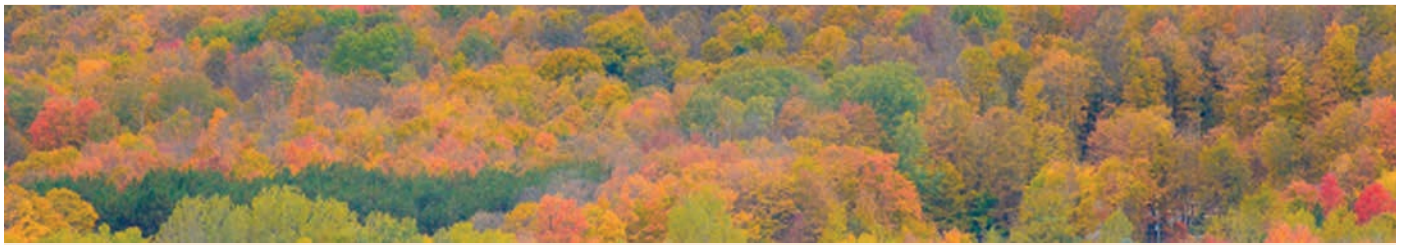
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The Metro Detroit Chapter's Cider Cruise had the club traveling the back roads of Michigan's Livingston and Washtenaw counties to the shore of the Huron River in Dexter, Michigan. The Dexter Cider Mill provided an excellent destination for cider, donuts, and fall color leaf peeping. For the third year in a row, the cruise was blessed with spectacular Michigan October weather.

Following our visit to the Mill, the group enjoyed dinner at Aubree's Pizzeria and Grill in downtown Dexter. We had so much fun, let's do it again next year.

—Larry Shovan (FCA #15041)
Howell, Michigan



Photo by Jo Lau

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Directional Signal and Brake Light Issues

Jim Fisher wrote:

Hello. My name is Jim Fisher and I recently joined the FCA. I am emailing you based on the information in the Club Directory as a Technical Advisor for 1961 Falcons.

My vehicle has several issues:

1. The driver's side brake light is constantly on when the lights are turned on. The signal does not work. The bulb was changed, but it is always bright. The passenger side rear taillight, brake light and signal work fine.
 2. My turn signal lever does not stay in position when applying the turn signal. In other words, the cam canceling function is not working. I just got off the phone with a technical advisor from a Falcon parts vendor, and he was telling me that the early Falcons did not have this option! My owner's manual disagrees as well as the shop manual. Their site even sells a cam canceller plate. I read some articles which say that the brake lights may be result of bad turn signal switch. I'm not an electrical wizard so not sure how to troubleshoot. I got the steering wheel off and removed the cam canceller plate and looked at the actual switch. As far as I can tell nothing is broken. It seems to me that there are two internal springs in the turn signal switch and when the lever is moved it slides a plastic piece which puts pressure on a spring and should move a small bracket into an indentation. The best I could tell is that is not happening.
 3. Is the cam canceller part of the actual switch?
- Thanks. Jim

Falcon Fact: Did you know 1964 and 1965 taillight buckets are unique for the Falcon Station Wagon and Ranchero?

Philip Barber wrote:

Jim, My first impulse is the switch. It probably is also related to the brake light. And yes they are supposed to cancel when the wheel is turned back in the opposite direction.

I am going to look for my "extra switch." As I recall though, it looks like yours is missing the top cover of the part. Not sure if it will work like that. If you have a switch—or can lay your hands on one somewhere—I'd change it. These switches last a long time; is yours original? It will not set you back too much to just replace it. Your plate looks fine, but could use a non-petroleum lube (lithium grease) application.

If and when you change the switch, simply unplug all the wiring at the base of the column, attach a long strong string to the bunch of them and carefully pull it all out of the column making sure you leave enough string at the base of the column to pull the new one back in place.

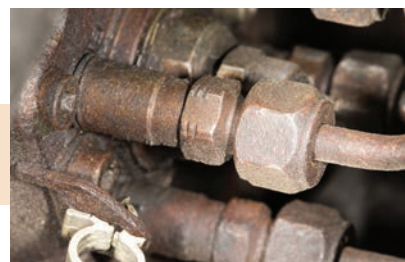
Jim Fisher wrote:

Thanks Phil. I have the complete switch. Why does the turn signal lever not "lock in" in either direction? What is the purpose of the springs on the cam plate? I will replace the switch but will that have any effect on the lever function?

Thanks for getting back to me.

Philip Barber wrote:

Jim, I'm still for changing the switch. Do the signal lights work if you hold the lever either left or right? Your cam plate appears to be OK in the photo, just a bit corroded. If I think of anything else I'll let you know...sorry I can't help any more. I'm going to re-send all this to Bruce Wolfe, the FCA Head Advisor, so he can forward to all the Advisors in hopes that someone else has had a similar problem.



Dick Harrington wrote:

Based upon Jim's description, I believe he has an original switch which was metal instead of molded nylon. The metal switch used small tension springs, unlike the newer switch that used brass tension levers. I believe the newer switch will replace the older switch with no issues. I would also make sure the taillight bucket has a good ground.

Jim Simmons wrote:

I wonder if the cam is missing off the bottom of the steering wheel or is bent. Also, the brake light problem could be something as simple as the bulb installed incorrectly. The bulb has two pins that are offset from each other. Hold the bulb vertical and look at the indexing pins.

One of the pins will be higher than the other. Now look at the bulb socket to see which pin goes in which slot. One slot will be deeper than the other. It is possible to push the bulb in too far when locking in. This causes the brake light to shine when the headlights or parking lights are on. The other filament will blink when the turn signal is on but it is too dim to show. If you already know this, please disregard. I'm all about simple, and sometimes it is easy to miss the problem when I focus on the symptoms too much. I'd be interested in knowing what the problem turns out to be.

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The Making of the Die Cast 1963 Falcon Model

By Ray Chevalier

I want to share the story of how my 1963 Falcon played a part in the making of the 1963 Falcon hardtop Die Cast model.

Sometime around 2005, I received a call from a John Adams. As a New Englander, that's a name I will not soon forget. John was the Northeast United States Representative for the Yat Ming Die Cast Company, located in Hong Kong. John had asked around for someone that knew about Falcons and my name came up. John said that he was looking for a stock 1964 hardtop to make a model from. The Yat Ming Company had bought the license from Ford to produce that model. I told him that I knew of a couple that would fit that description.

As we talked I asked him why they decided to do a 1964 hardtop and not a 1963 or 1965. He did not know the answer

and asked why I thought the 1964 would not be a big seller. I said I thought it would be a good seller but also felt that the 1963 model year might be more popular. I referred to the FCA's Membership Directory listing of the model years as my proof. There were about two '63 models listed for every '64. John said he would pass the information on to Yat Ming.

He also asked if I knew where there was a 1963 Falcon hardtop that would make a good car to use. I informed him that I had a '63 hardtop that was not too shabby and proceeded to tell him of all the awards it had received. I also sent him some pictures.

About six months passed and I received another call from John informing me that Yat Ming had

taken my advice and had bought the license to produce a 1963 Falcon hardtop and would like to use mine to build it from. About two weeks later he called and said that the Chief Engineer for the company was coming from Hong Kong on a certain date and if I could have the car ready. The engineer flew in that morning, filmed a 1962 Olds of a friend on mine, and was at my garage just after lunch. I had the car in the middle of my three car garage which was well lighted and warm. This was in the middle of the winter in New England.

The engineer proceeded to take pictures. I would guess he took 450 to 500 and had a hard time keeping the camera batteries charged. He was in the back seat taking pictures of the headliner

and the dash. He took pictures of the inside of the trunk as well as the engine





compartment. I got a six foot step ladder for him to take pictures of the roof. After he shot the pictures, he asked and I answered several questions about Falcons. He asked me what I thought the most popular colors were for that years sporty models. I told him that I thought that would be Rangoon Red and Raven Black. So what colors did they make the finished models? Cream and brown!

Another year went by and I did not hear anything. I emailed John and he said that they were working on the model and that he would keep me posted on the progress. About six months later I received some pictures of the

prototype model. It had very little color and was in a light brown plastic color. This prototype was being sent to Ford for their approval. Ford sent back a letter stating that they approved the model but requested that a small change be made. They said that the spark plug wires were not in the distributor cap to match the firing order. By this time we are into mid-2007.

After six months or so, I received some pictures of the finished product. I was told that I would receive a dozen of the first product run from the company as my gift for letting them use my car. The 1963 model was such a big seller that they contacted me

about the 1964; they wanted to move forward with that model as well.

I get a lot of satisfaction in knowing that a replica of my little blue 1963 hardtop sits on the shelves in many Falcon lovers homes and that I was able to get the '64 hardtop produced as well. A fellow Northeast Chapter member, Gary Nenninger (FCA #6563) who makes models, later took one of the models and made it into an exact replica of mine complete with the fender skirts and blue paint. It was a great tribute to a great car!

—Ray Chavalier (FCA #3076)
Glocester, Massachusetts

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FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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